8. SAVANNAH RIVER TO ST. JOHNS RIVER

(1) This chapter describes the coasts of South Carolina, Georgia, and Florida from Savannah River to St. Johns River, and includes the deepwater ports of Brunswick, Ga., and Fernandina Beach, Fla. Also discussed are Wassaw, Ossabaw, St. Catherines, Sapelo, Doboy, Altamaha, St. Simons, St. Andrew, Jekyll, Cumberland, and Nassau Sounds, and their tributaries, and several of the small towns along these waterways.

(2) The Intracoastal Waterway for this section of the coast is described in chapter 12.

(3) **Weather**–The southerly latitude and maritime exposure influence the climate of this coast. Winters are mild and short. Polar air masses are moderated although unusually strong, cold air outbreaks can cause foggy conditions along the coast. Cold spells seldom last more than 2 or 3 days. The occasional winter storm results in strong winds and rough seas from October through April. Waves of 8 feet (2.4 m) or more are reported about 20 to 30 percent of the time in deep water, but gales occur less than 1 percent of the time. However, winds of 40 to 50 knots have been recorded in all of these months.

(4) From May through September peak winds offshore are usually in the 30- to 40-knot range, although they could climb higher in a severe thunderstorm or tropical cyclone. Despite the low latitude, tropical cyclones are infrequent along this coast. They are most likely from June through October and one can be expected to move through some part of Georgia each year, usually from the Gulf of Mexico. This fact holds coastal effects to a minimal. The most dangerous are those from the east through south. Because this portion of the coast lies parallel to the mean track of most recurving storms, the incidence of coastal crossing tropical cyclones is extremely low. In addition to strong winds, high tides and rough seas, these storms can trigger torrential rains, severe thunderstorms and even tornadoes or waterspouts. In general, however, summers are warm but a persistent cooling sea breeze is usually present from afternoon into the early evening. Showers and thunderstorms are common along this coast and can reduce visibilities for brief periods. Obstructions to visibilities are most likely to be caused during winter and early spring by fog. This occurs when warm air moves across the cool coastal waters that lie shoreward of the Gulf Stream. Visibilities of less than 0.5 mile (0.9 km) have been observed about 3 to 5 percent of the time from December through February in these waters.

(5) **Charts 11509, 11502, 11488.**–The coast from Savannah River to St. Johns River extends in a south-southwesterly direction for about 100 miles. Islands separated by numerous sounds and rivers constitute the entire coast. In general these islands are heavily wooded with marshy areas bordering them on their western sides. The 5-fathom curve extends about 7 miles offshore except in the vicinity of St. Simons Sound where 5 fathoms can be found as much as 12 miles offshore.

(6) Caution must be observed along this section of the coast because of the inshore sets caused by the numerous rivers and sounds.

(7) Private lighted and unlighted buoys mark several fish havens that have been established as much as 27 miles offshore along this section of the coast.

(8) This section of the coast, due to its low relief, presents no good radar targets.

(9) **COLREGS Demarcation Lines.**–The lines established for this part of the coast are described in **80.717 through 80.723**, chapter 2.

(10) **Northern Right Whales.**–The northern limit of the right whale critical habitat is just south of Altahama Sound **31°15'N** from the coast out 15 nautical miles (see **50 CFR 226.13(c)**, chapter 2). Right whales have been sighted as far north as Savannah River in the calving season generally December through March. In March and April, right whales accompanied by calves migrate northward from the critical habitat, often within 20 miles of the coast to summer feeding grounds off New England. (See Northern right whales, indexed as such, chapter 3). It is illegal to approach closer than 500 yards of any right whale. (See **50 CFR 222.32**, chapter 2 for limits, regulations, and exceptions.)

(11) **Danger areas** for air-to-air and air-to-water gunnery and bombing ranges are off the Georgia coast; see **334.490**, chapter 2, for limits and regulations. (See chart 11480.)

(12) **Chart 11512.**–From Savannah River to Wassaw Sound, a distance of about 7 miles, the coast is formed by the shores of **Tybee Island** and **Little Tybee Island** which lie in a southwesterly direction. Dangerous shoals extend from the shores of the islands for a distance of 4.5 miles.

(13) On the north side of Tybee Island, the **South Channel** of the Savannah River extends from the main channel at the east end of **Cockspur Island** to the southwest end of Elba Island where it again joins the main channel. The east entrance is marked by lights. In 1979, the east entrance had a controlling depth of 2 feet, thence in 1975, the reported controlling depth was 5 feet to the junction with the Intracoastal Waterway. In June 1983, it was reported that greater depths could be carried through the east entrance with local knowledge. In December 1991, a submerged wreck was reported 0.25 mile westward of Jones Island Range Lighted Bell Buoy 17 in about 32°02'09"N., 80°50'48"W. **McQueens Island** is west of Tybee Island along the south side of South Channel. **Fort Pulaski National Monument** includes Cockspur and McQueens Islands. **Fort Pulaski** on Cockspur Island was built during the period 1829-1847. **Tybee Coast Guard Station** is on the north side of Cockspur Island. The Intracoastal Waterway crosses the South Channel through Elba Island Cut. The highway bridge crossing the channel between Cockspur and McQueens Islands has a 36-foot fixed span with a clearance of 10 feet. A fixed highway bridge with a clearance of 35 feet crosses the channel between Elba Island and Savannah, 1.5 miles northwestward of Elba Island Cut. An overhead power cable with a clearance of 60 feet is immediately southeastward of the bridge.

(14) **Tybee Island,** a summer resort at the eastern end of Tybee Island, is conspicuous from seaward. An inside approach to the beach is made from South Channel through **Lazaretto Creek** and **Tybee Creek.** U.S. Route 80 highway fixed bridge crosses Lazaretto Creek just inside its entrance from South Channel; clearance is 35 feet. An overhead power cable with a clearance of 55 feet crosses the creek about 300 yards southward of the bridge. In 1979, the controlling depth in Lazaretto Creek was 6 feet from South Channel to about 0.2 mile south of Route 80 highway bridge; thence in June 1983, 3 feet was reported to the junction with Tybee Creek; and thence 10 feet was reported in Tybee Creek to Tybee Island.

(15) Small craft occasionally transit the Tybee Inlet entrance. Due to breakers and dangerous, shifting shoals, caution is advised when transiting the area.

(16) In December 1986, a partially submerged wreck was reported about 0.3 mile south of the bridge in about 32°00'40"N., 80°53'00"W.

(17) **Chimney Creek** extends north from Tybee Creek. A fish camp on the creek has berths with electricity, gasoline, water, ice, limited marine supplies, and a 4-ton lift. In June 1983, 2 feet was reported available in the creek, but local knowledge is advised.

(18) The remaining portions of Tybee and Little Tybee Islands are generally low and marshy, although they have many wooded hummocks with numerous creeks winding among them. Several creeks flow into the sea, but they are of little importance as their mouths are obstructed by shoals with crooked channels of 2 to 3 feet in depth.

(19) The southwest part of Little Tybee Island, separated from the main body by a stretch of marsh, is **Beach Hammock.** It is distinguishable by a large and heavily wooded hummock which marks the northern point of the entrance to Wassaw Sound.

(20) The entrance to **Wassaw Sound** is about 9.5 miles southward of Tybee Light (32°01.3'N., 80°50.8'W.). Shoals extend offshore a distance of 4 to 4.5 miles from the entrance, forming a shifting bar. In June 1983, the reported controlling depth was 10 feet through the marked bar channel. The entrance, used only by small boats, is marked by a lighted buoy and the bar channel by lighted and unlighted buoys. A private unlighted buoy marks a fish haven about 5 miles eastward of the entrance buoy.

(21) In December 1994, a sunken wreck about 1.2 miles southeast of Wassaw Sound Buoy 9 was reported in about 31°53'00.5"N., 80°52'57.4"W. At low water, the pilot house is fully exposed.

(22) **COLREGS Demarcation Lines.**–The lines established for Wassaw Sound are described in **80.717**, chapter 2.

(23) After crossing the bar at the entrance to Wassaw Sound, a channel with depths of 19 to 38 feet leads through the southern part of the sound and for about 6 miles up Wilmington River to the Intracoastal Waterway. The channel is marked by lights in its southern part.

(24) **Tides and currents.**–The mean range of tide varies from about 6.9 feet in the sound to about 7.8 feet up the rivers. The tidal currents in Wassaw Sound reach velocities up to 2.2 knots. Predictions for a number of places in the sound and vicinity may be obtained from the Tidal Current Tables.

(25) **Bull River** flows into Wassaw Sound from northward. It is connected with the South Channel of the Savannah River 5 miles below the city of Savannah by St. Augustine Creek, the upper part of Wilmington River, and Elba Island Cut. The mouth of the river is obstructed by shoals. In June 1983, the reported controlling depth was 10 feet from the mouth through St. Augustine Creek to a junction with the Intracoastal Waterway. The entrance is marked by a daybeacon. U.S. Route 80 highway bridge, 5.7 miles above the mouth, has a fixed span with a clearance of 20 feet. An overhead power cable with a clearance of 55 feet crosses the river close northwestward of the bridge.

(26) **Wilmington River** flows into Wassaw Sound from northwestward. The upper end of the river from the junction with Skidaway River is part of the Intracoastal Waterway. **Turner Creek,** which connects the Wilmington and Bull Rivers, had a reported controlling depth of 3 feet in August 1980, until near its junction with **Richardson Creek** where it dries. U.S. Route 80 highway bridge over Turner Creek, 1.6 miles above the mouth, has a fixed span with a clearance of 35 feet. An overhead power cable on the northeastern side of the bridge has a clearance of 55 feet. The highway bridge 3 miles above the mouth has a clearance of 34 feet. An overhead power cable on the southwest side of the bridge has a clearance of 55 feet.

(27) From Turner Creek, Richardson Creek winds generally in a westward direction for about 4 miles to Wilmington River. Two highway bridges crossing Richardson Creek about 2.3 miles from its eastern entrance have fixed spans with a minimum width of 13 feet and a minimum clearance of 5 feet. Overhead power cables at the bridges and 0.3 mile westward have minimum clearances of 35 feet. Boatyards and marinas on the creek can handle craft to 24 feet for hull and engine repairs. Gasoline, diesel fuel, water, and ice are available at several of the marinas and piers along the creek. Berthing with electricity and wet and dry storage is available. The velocity of the tidal current at the entrance to Wilmington River varies from 1 to 2 knots. Predictions may be obtained from the Tidal Current Tables.

(28) The coast between Wassaw and Ossabaw Sounds is formed by **Wassaw Island,** which is triangular in shape and has a length of about 4.5 miles and a width of about 3.5 miles in its widest part. In general, the island is low and marshy; the strip of firm land forming the coastline is only 0.3 to 0.8 mile wide. The firm land is heavily wooded and has a broad sand beach backed by sand dunes. From this shore dangerous shoals extend to a distance of 3 to 4 miles. The marshy portion of the island is cut by numerous creeks winding among the heavily wooded hummocks. **Romerly Marsh Creek,** and **Odingsell River** separate the island from the islands to the westward.

(29) **Chart 11511.–Ossabaw Sound,** entered between the southern end of Wassaw Island on the north and **Bradley Point** (31°49.4'N., 81°02.9'W.) on the south, is a broad opening in the coast about 15 miles southwestward of Tybee Light. Most of the sound is shallow, and shifting shoals extend seaward about 4 miles. The entrance to the sound is marked by a lighted buoy. **North Channel** and **South Channel** lead through the shoals into the sound. North Channel is marked by buoys and daybeacons, and South Channel is marked by a buoy, a daybeacon, and a light. Small local fishing craft are the principal traffic seaward from the sound. Strangers are advised not to enter as breakers sometimes extend clear across the entrance. Vernon River, Ogeechee River, and numerous smaller rivers and creeks enter the sound.

(30) A fish haven is about 2 miles east-southeastward of Ossabaw Sound Entrance Lighted Buoy OS.

(31) **Chart 11512.–Vernon River** enters Ossabaw Sound from the northwestward. The Intracoastal Waterway traverses a portion of this river. **Burnside River, Little Ogeechee River,** and several creeks enter the Vernon River. **Montgomery,** a town on Vernon River 5 miles above the mouth, has highway connections with Savannah.

(32) **Charts 11511, 11509.–Ogeechee River** flows into the western part of Ossabaw Sound. The river drains an extensive area and is subject to flood conditions which continually change the channel. Navigation to the Seaboard System Railroad bridges, about 27 miles above the sound, is possible with local knowledge. In June 1985, the reported controlling depth was 6 feet to the first railroad bridge. This bridge has a 40-foot fixed span with a clearance of 14 feet. The second railroad bridge, parallel to and

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immediately northward of the first, has a lift span with a clearance of 4 feet down and 41 feet up. (See **117.1 through 117.59 and 117.367**, chapter 2, for drawbridge regulations.) The overhead power cable close northward of the more northerly bridge has a clearance of 50 feet. There is a large pulpwood loading dock with 13 feet alongside 5 miles downriver from the railroad bridges. The dock was not in use in 1985.

(33) A dock with a reported depth of 10 feet alongside is at **Fort McAllister,** about 11 miles above the river entrance; gasoline, ice, and supplies are available.

(34) The currents in the Ogeechee River and Ossabaw Sound have considerable velocity, particularly the ebb setting out of the river. Current predictions for several locations in Ossabaw Sound and vicinity can be obtained from the Tidal Current Tables. The mean range of tide is about 7 feet, decreasing to about 1 foot at the highway bridge, 28.5 miles above the sound.

(35) **Chart 11511.**–The coastline between Ossabaw Sound and St. Catherines Sound is formed by the eastern shore of **Ossabaw Island,** which lies in a southwesterly direction and has a length of 8 miles and a width of 6 miles. The eastern half of the island is heavily wooded. The north end forms the south shore of Ossabaw Sound.

(36) The seaward side of the island appears unbroken by streams, and shows as a white sand beach backed by heavy woods. Dangerous shoals extend offshore nearly 5 miles.

(37) The southwestern point of the island borders on St. Catherines Sound and is thickly wooded. The western half is almost entirely marshy and is cut up by numerous creeks which provide access to the higher ground to the eastward. On the west the island is separated from the marshes of the mainland by Bear River and **Florida Passage.**

(38) **St. Catherines Sound** is about 24 miles southwestward of Tybee Light. The entrance is over a shifting bar which extends 5 miles offshore. The entrance lighted buoy is about 7 miles offshore. In June 1983, the reported controlling depth in the marked bar channel was 8 feet. The points on its northern and southern sides are wooded.

(39) **COLREGS Demarcation Lines.**–The lines established for St. Catherines Sound are described in **80.717**, chapter 2.

(40) There are no towns on the sound, and strangers seldom enter. Except for light-draft fishing craft, little traffic crosses St. Catherines Bar. Channels with depths of 13 to 38 feet lead from inside the bar into the entrances of its tributaries. The main body of the sound is exposed and becomes quite rough in moderately bad weather. Protected anchorage for small vessels is in **Walburg Creek** on the south side of the entrance to the sound.

(41) The mean range of tide in the sound is 7.1 feet, increasing to 7.8 feet at Belfast and 7.9 feet at **Kilkenny Club.** (See the Tide Tables.) Tidal currents have considerable velocity at the entrance and in the tributary rivers. The Tidal Current Tables should be consulted for current predictions.

(42) The Intracoastal Waterway crosses St. Catherines Sound just inside the entrance, and affords passage northward through Bear River and Florida Passage to Ossabaw Sound, and southward through North Newport River and Johnson Creek to Sapelo Sound.

(43) Three main rivers enter the sound. **Bear River** and **North Newport River,** which form a portion of the Intracoastal Waterway, flow into the sound from the northwestward and southwestward, respectively. **Medway River** enters the sound from the westward. In June 1983, there was a reported controlling depth of 10 feet to **Sunbury,** a small settlement on the western shore 7 miles above the mouth of Medway River. Water can be obtained at the wharf which serves an oyster plant and has a depth of 6½ feet alongside.

(44) **Ashley Creek** makes into the south side of Medway River about 3 miles above the mouth. A fish camp, about 2.7 miles above the mouth of the creek at **Yellow Bluff,** has berths with electricity, gasoline, water, a 2-ton mobile lift, and limited marine supplies. In June 1983, a reported depth of about 3 feet could be carried to the fish camp dock.

(45) **Kilkenny Creek** empties into the west side of Bear River about 3.3 miles above the mouth. A fish camp, about 1.8 miles above the mouth of the creek, has berths, gasoline, diesel fuel, water, ice, a 4-ton mobile lift, and limited marine supplies. In June 1983, a reported depth of 10 feet could be carried to the fish camp.

(46) **Belfast,** a town on **Belfast River,** is reached by way of the Medway River and Belfast River. In June 1983, the reported controlling depth in Belfast River was 4 feet to Belfast. A pile of rocks, bare about 3 feet at low water, stands in the midchannel with surrounding depths of 8½ feet off the bluff at Belfast.

(47) A marina, on the north side of North Newport River about 8.6 miles above the mouth at **Colonels Island,** has berths with electricity, gasoline, diesel fuel, water, ice, a 3 ½-ton mobile lift, engine repairs, and limited marine supplies. In June 1983, a reported depth of about 10 feet could be carried to the marina via **Timmons River.** A fish haven, with a minimum depth of 3 feet, is on the north side of Timmons River about 1.9 miles above its mouth; caution is advised.

(48) **Charts 11511, 11510.–St. Catherines Island,** which forms the coast from St. Catherines Sound to Sapelo Sound, lies in a nearly north and south line, and has a length of 9 miles and a width at its widest part of about 3 miles. The island is flat and much of it is marshy with the higher part heavily wooded.

(49) When viewed from a distance seaward, only dense woods in level silhouette are to be seen on St. Catherines Island. Closer inspection reveals a white sand beach, with sand dunes 20 feet high near the center of the island which show up from some directions. A prominent sand dune, 3 miles south of the north end of the island and about 1 mile north of McQueen Inlet, is reported to show well from seaward. **McQueen Inlet,** the only break in the shoreline visible from seaward, is unimportant, as it is blocked by shoals at low water. Dangerous shoals extend offshore for 5 miles**.**

(50) The island is separated from the marshes lying between it and the mainland by Walburg Creek, Johnson Creek, and South Newport River. The entrance to Sapelo Sound is between the south point of this island and the north point of Blackbeard Island.

(51) **Chart 11510.–Sapelo Sound** is about 33 miles southwestward of Tybee Light.

(52) **COLREGS Demarcation Lines.**–The lines established for Sapelo Sound are described in **80.717**, chapter 2.

(53) A lighted whistle buoy is 15 miles off the entrance. (See chart 11509.) About 8 miles from the entrance the break in the shore can be seen on a clear day. The tower of the abandoned lighthouse is 10 miles southwestward of the sound. Vessels

should stay in a depth of over 5 fathoms until the bar channel buoys are seen because shoals extend about 5 miles offshore.

(54) With the aid of the chart, and on a rising tide and a smooth sea, vessels should have no difficulty in entering during daylight by following the buoys. In May-July 2001, a changeable area with shoaling to about 1 foot was reported in about 31°32'29"N., 81°08'01"W., 0.75 mile eastward of **Experiment Shoal**. A swash channel between Experiment Shoal and St. Catherines Island has a least depth of 1 foot. Another unmarked channel south of the main channel has a reported depth of 8 feet and is used by fishing boats.

(55) No towns of any importance are on the sound or tributaries. In northeasterly weather, anchorage can be made in the lower part of South Newport River with fair protection.

(56) The mean range of tide is 6.9 feet. (See the Tide Tables for tidal differences on Sapelo River and its tributaries.) In the entrance to the sound the velocities of flood and ebb are 2.1 and 2.5 knots, respectively. The Tidal Current Tables should be consulted for current predictions.

(57) The Intracoastal Waterway enters Sapelo Sound from the northward through South Newport River and continues southward to Doboy Sound through Sapelo River, Front River, Creighton Narrows, and Old Teakettle Creek.

(58) **South Newport River** flows into the sound from northward just inside the entrance. In June 1983, the reported controlling depth in the river was 5 feet through **Cross Tide Creek** to its junction with North Newport River, thence 5 feet down that river to the Intracoastal Waterway. **Sapelo River,** entering the sound from westward, is used only by small fishing boats, except for the lower part below **Front River** which forms a part of the Intracoastal Waterway.

(59) In 1963, a draft of 13 feet could be carried from the deeper waters of Sapelo River into the mouth of Front River, at the head of which a dredged channel through **Creighton Narrows** offers passage to Old Teakettle Creek and thence to Doboy Sound. The Intracoastal Waterway follows this route.

(60) **Mud River,** flowing into the head of Sapelo Sound from southward, is a broad shallow body of water.

(61) **Julienton River** enters Sapelo River from the northwest about 3 miles above the mouth. Shrimp boats base at **Shellman Bluff** on **Broro River,** locally known as **Shellman Creek,** which enters Julienton River about 4.5 miles above its mouth. Berths with electricity, gasoline, water, ice, two 2-ton lifts, and limited marine supplies are available. In June 1983, it was reported that with local knowledge 5 feet could be carried up Julienton River and Broro River to the shrimp dock. Other facilities are at **Continment Bluff** and **Dallas Bluff** on Julienton River, a short distance above Broro River. These include gasoline, diesel fuel, water, ice, provisions, and lodging.

(62) **Pine Harbor** is on Sapelo River about 10.5 miles above the mouth. In June 1983, the reported controlling depth was 1 foot from the junction of Sapelo River and the Intracoastal Waterway to the landing at Pine Harbor.

(63) The coastline from Sapelo Sound to Doboy Sound is formed by the shores of **Blackbeard Island** and **Sapelo Island. Blackbeard Creek,** which empties into **Cabretta Inlet**. From all directions, they appear as a single island and are described as such. Taken together they are 10 miles long in a south-southwesterly direction and 4 miles wide. Large portions of both islands are heavily wooded. These islands present no well-marked distinguishing features, except the usual sand beach backed by dense woods in level outline and the abandoned lighthouse tower near the south point of Sapelo Island. The western part of Sapelo Island consists almost entirely of broad marshes with numerous creeks. Most important of these is Duplin River, which has deep water for several miles and affords means of communication to the island. Sapelo Island is separated from the marshes lying between it and the mainland by Mud River and New Teakettle Creek.

(64) Blackbeard Island and the marshes surrounding Blackbeard Creek make up **Blackbeard Island National Wildlife Refuge.**

(65) **Grays Reef National Marine Sanctuary** (see chart 11509) has been established to protect and preserve the live bottom ecosystem and other natural resources of Grays Reef. The sanctuary comprises a 16.7-square-mile area about 18 miles east of Sapelo Island. (See **15 CFR 938,** chapter 2, for limits and regulations.)

(66) **Doboy Sound** is 45 miles southwestward of Tybee Light and 16 miles northeastward of St. Simons Light. The entrance, between Sapelo Island and Wolf Island, is about 1 mile wide and obstructed by shifting shoals extending about 4.5 miles offshore. When approaching the sound, vessels should stay in a depth of 5 fathoms or more until the entrance buoys are sighted. If there is too much sea to cross the bar, vessels are advised to enter via St. Simons Sound and the Intracoastal Waterway.

(67) A cluster of fish havens is eastward of Doboy Sound; the outermost is marked by a private unlighted buoy about 20 miles eastward of the entrance to the sound. (See chart 11509.) A sunken wreck is about 6.5 miles east of the entrance to the sound in about 31°21'24"N., 81°09'06"W.

(68) The marked channel over the bar at the entrance to Doboy Sound is not considered safe for strangers except on a rising tide and a smooth sea. The bar has been changing over the past years. In June 1983, the reported controlling depth was 5 feet. An unmarked swash channel with a least depth of 5 feet makes into the sound close under the south point of Sapelo Island. The channels are used by local shrimp boats.

(69) Doboy Sound extends northwestward about 5 miles from the bar with a width of about 0.8 mile. The mean range of tide is about 6.8 feet in the sound and about 7.3 feet at Darien. Tidal currents in the sound have a velocity of 2 knots at the entrance. Predicted currents may be obtained from the Tidal Current Tables. Good anchorage is found anywhere in the channel of the sound upstream from **Commodore Island** except in the cable area.

(70) The Intracoastal Waterway enters Doboy Sound through Old Teakettle Creek and passes southward through North River, Darien River, Rockdedundy River, and Little Mud River to Altamaha Sound.

(71) **Duplin River,** entering Doboy Sound from northward, is a small stream about 5 miles long. Submerged piling extend off the northwest side of the entrance. In June 1983, the reported midchannel controlling depth was 9 feet from the entrance to **Pumpkin Hammock,** thence 6 feet for another 2 miles. A ferry from the mainland docks on the eastern bank of the river, 0.3 mile upstream from the entrance. The dock has a depth of 15 feet alongside. An overhead power cable with a clearance of 38 feet crosses the river about 1.7 miles above the mouth.

(72) **Sapelo Island,** locally known as **Sapelo, is a town on the southerly end of Sapelo Island at the head of Lighthouse Creek.** The town is reached on high tide only. In an emergency some services and supplies can be obtained here. In June 1983,

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the reported depth was less than 2 feet at the creek entrance and bare halfway to the town.

(73) **Old Teakettle Creek** enters the sound from northward about 1 mile northwestward of Duplin River and forms a part of the Intracoastal Waterway. **Shellbluff Creek,** which enters Old Teakettle Creek from the westward about 0.7 mile from its northern entrance, in June 1983, had a reported controlling depth of 5 feet to the small packing plant at **Valona.** The docks are privately owned by a shrimp-boatbuilding yard with a small marine railway for hauling them out. Diesel fuel, water, and ice are available.

(74) **Atwood Creek** and **Hudson Creek** are small streams emptying into the head of Doboy Sound from the northwestward. In June 1983, the reported controlling depth in Atwood Creek was 5 feet for a distance of 2 miles, and 6 feet in Hudson Creek to the mouth of the small creek leading to a small shrimp-packing plant at **Meridian Landing,** which is about 1.5 miles by road from **Meridian. Gasoline,** diesel fuel, water, and ice are available from the plant only in an emergency. A ferry to Sapelo Island docks in Hudson Creek. In November 1981, a sunken wreck was reported in Hudson Creek about 1.4 miles above the mouth.

(75) **Carnigan River** enters the head of the sound from southwestward and is connected with North River by a branch known as **Buzzard Roost Creek. North River e**nters Doboy Sound west of Doboy Island. It extends westward 6 miles to the town of **Ridgeville,** where it joins **May Hall Creek,** which, running southward, connects with Darien River 5 miles above its mouth. Overhead power cables with a minimum clearance of 51 feet cross May Hall Creek at Ridgeville and 0.5 mile above its junction with Darien River. A small-boat landing at the town has gasoline, diesel fuel, and water. **Doboy Island** is wooded and has several buildings on its southwest end. A small private landing is on the west side of the island.

(76) **Back River,** on the southern side of Doboy and Commodore Islands, forms another and little used entrance from the sound to North and Darien Rivers.

(77) **South River,** also little used, empties into Doboy Sound from southwestward about 0.8 mile inside the entrance. It extends in a general westerly direction for 3 miles, where it joins **Little Mud River,** a part of the Intracoastal Waterway.

(78) **Darien River** extends southwestward for a distance of 11.5 miles, where it joins the Altamaha River. In June 1983, the reported controlling depth was 7 feet from Doboy Sound through the Intracoastal Waterway and Darien River to the highway bridge at Darien. Care is necessary when navigating this river due to the shoals and numerous floating snags. Water is fresh in the river at Darien after the ebb has been running for about 3 hours. The best route from Doboy Sound to the Darien River is via the Intracoastal Waterway.

(79) **Darien** is 9 miles above Doboy Island on the north bank of Darien River. Fishing and pulpwood are the main industries. Some shrimp and shad fishermen base here. A good highway passes through the town from Savannah to Brunswick, 18 miles away. Gasoline, diesel fuel, ice, fresh water, and supplies are available. Two marine railways, owned by a packing company, can haul out fishing boats up to 75 feet. The reported depth of water alongside the wharves was 8 to 15 feet in June 1983. U.S. Route 17 highway bridge crossing the river at the town has a fixed span with a clearance of 31 feet. The overhead cable about 100 yards west of the bridge has a clearance of 51 feet.

(80) **Chart 11508.–**Between Doboy Sound and Altamaha Sound is **Wolf Island,** which is about 2.5 miles long in a north-south direction. The island, part of Wolf Island National Wildlife Refuge, is almost entirely marsh, cut by numerous creeks.

(81) **Altamaha Sound** is 48 miles southwestward of Tybee Light and 12 miles northeastward of St. Simons Light. The entrance and the sound are obstructed by shoals which are dangerous to navigation. A shifting channel through the shoals extends 4 miles from the entrance. It is advisable to enter Altamaha Sound via the Intracoastal Waterway. The mean range of tide in the entrance is 6.6 feet. (For current predictions, see the Tidal Current Tables.)

(82) **Altamaha River** is formed by the confluence of the **Oconee River** and **Ocmulgee River,** 110 miles above the town of Darien and 119 miles above its mouth, and flows in a general southeasterly direction, entering the western end of Altamaha Sound. The river is subject to freshets, and depths change radically.

(83) In June 1983, the reported controlling depth was 3 feet during 8 months of the year to **Milledgeville,** a city on the Oconee River 126 miles above the junction with the Altamaha River, and 3 feet to Macon, a city on the Ocmulgee River 178 miles above the junction. The depths are 2 to 12 feet less during the summer low-water period.

(84) U.S. Route 17 highway bridge over **South Altamaha River,** 2.5 miles south of Darien, has a fixed span with a clearance of 35 feet. An overhead power cable on the west side of the bridge has a clearance of 55 feet. Interstate Route 95 highway bridge crossing South Altamaha River, about 1.2 miles westward of U.S. Route 17 highway bridge, has a clearance of 35 feet. (See **117.1 through 117.59, 117.351, 117.363, and 117.365**, chapter 2, for drawbridge regulations for drawbridges crossing the Altamaha, Oconee, and Ocmulgee Rivers.)

(85) **Little Mud River** enters Altamaha Sound from northward about 2.5 miles inside the entrance. The Intracoastal Waterway passes through it. **Buttermilk Sound,** which enters Altamaha Sound from the southwestward, has an average width of 0.5 mile. At its head the sound connects with Frederica River and Mackay River; the latter connects with Back River. These three rivers enter the western end of St. Simons Sounds from northward, and Mackay River with Buttermilk Sound forms part of the Intracoastal Waterway.

(86) **Chart 11502.–**The coast between Altamaha and St. Simons Sounds is formed by the shores of **Little St. Simons Island, Sea Island,** and St. Simons Island. These islands are separated only by stretches of marsh traversed by small streams, and from seaward appear as one body of land although from certain points the marshes, alternating with patches of trees, give the land an unusually broken appearance.

(87) **St. Simons Island** is the main body of land between the two sounds, and in general description the other two islands may be considered as parts of it. The three taken together are 11 miles long and 6 miles wide at the northern end, diminishing gradually to 2.5 miles near the southern end. Immediately along the coast and in the central parts it is heavily wooded. Between the two wooded portions is a stretch of marsh from 1 to 1.5 miles wide extending nearly the whole length of the island, and to the westward it is separated from the mainland by extensive marshes,

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through which flow the Frederica and Mackay Rivers, joining Altamaha and St. Simons Sounds.

(88) **Charts 11508, 11506.–**The northern portion of St. Simons Island is marshy and traversed by **Hampton River,** a sizable stream flowing in an easterly and southeasterly direction, which separates St. Simons and Little St. Simons Islands and enters the sea 5 miles below Altamaha Sound. The dangerous shoals on both sides of the channel are unmarked; strangers should not attempt entrance from seaward without local knowledge. In June 1983, the reported controlling depth was 3 feet from Buttermilk Sound to Village Creek.

(89) **Village Creek** flows into Hampton River from the southward, about 1.5 miles above its mouth. It goes through a stretch of marsh separating Sea Island and St. Simons Island. After a crooked course of several miles, it joins the **Blackbank River,** a narrow and twisting stream flowing to the southward between the two islands and entering the sea 4 miles south of Hampton River. In June 1983, the reported controlling depth was 4 feet for about 4.6 miles above the mouth, thence 1 foot to and through the cut to Blackbank River and the Sea Island Bridge. Village Creek is dry above the cut at low water. The highway bridge crossing Blackbank River to Sea Island has a 15-foot fixed span with a clearance of 7 feet; overhead cables about 200 feet south of the bridge have a clearance of 16 feet.

(90) **Charts 11506, 11502.–St. Simons Sound,** 0.8 mile wide at the entrance, is 61 miles southwestward of Tybee Light and 27 miles northward of Amelia Island Light. The sound forms a good harbor and is the approach to the city of Brunswick. The entrance is obstructed by dangerous shifting shoals, forming a bar which extends for a distance of 5.5 miles offshore. A dredged channel through the bar has a federal project depth of 32 feet. A lighted buoy marks the entrance.

(91) **Brunswick** is on the eastern bank of East River and Academy Creek opposite Andrews Island, 7.5 miles above St. Simons Light. It is 4.5 miles west of the Intracoastal Waterway route which connects it with ports to the north and south. The city is the second largest port of commercial importance in Georgia. It is 104 miles south of Savannah and 82 miles north of Jacksonville by coastwise routes. The principal commodities handled in the port are seafood, woodpulp, salt, gypsum rock, petroleum products, fertilizer, and chemicals. The principal industries are wood creosoting, seafood processing and manufacture of naval stores, paints, marine and stationary boilers, steel fabrication, woodpulp, and chemicals.

(92) **Brunswick Harbor** comprises the improved channel across the bar, St. Simons Sound, Brunswick River, and Turtle River.

(93) **Brunswick River** enters the sound from southwestward just inside the entrance and provides access for oceangoing vessels to the city of Brunswick. For a distance of 2.8 miles above its mouth, the river has an average width of 1.3 miles, but the deepwater channel averages only 0.3 mile in width. Above **Brunswick Point** the river has an average width of 0.7 mile to **Andrews Island,** which divides it into two branches. The southern branch is known as **Turtle River** and the northern branch, on which the city of Brunswick is situated, is known as **East River** to the mouth of **Academy Creek.**

(94) **Bridges.–**The only bridge crossing the main channel is the Sidney Lanier (U.S. Route 17) highway bridge at Brunswick, 5.4 miles above the mouth, which has a lift span with a clearance of 24 feet down and 139 feet up. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) State Route 303 highway bridge, crossing Turtle River just above the head of the improvement, has a fixed span with a clearance of 35 feet at the center; the nearby overhead power cable clearance is 55 feet over the main channel. The twin fixed spans of Interstate 95 highway bridge, 0.6 mile upstream, have a clearance of 35 feet. There is little river traffic above these bridges.

(95) **Prominent features.–St. Simons Light** (31°08.0'N., 81°23.6'W.), 104 feet above the water, is shown from a white conical tower attached to a brick dwelling on the north side of the entrance to the sound. **St. Simons Island Coast Guard Station** is 1.2 miles northeastward of the light. The abandoned lighthouse on the north end of Little Cumberland Island, at the entrance to St. Andrew Sound, and the five tanks on Jekyll Island can be seen to the southward. Near the beach eastward and northeastward of St. Simons Light are many homes and summer residences extending to the vicinity of Hampton River. The three water tanks on St. Simons Island about 0.4 mile and 3.5 miles north of the light, the towers of the lift bridge crossing Brunswick River, and the tall stacks of the Hercules Powder Company in Brunswick, and the pulpmill complex in northwestern Brunswick are prominent.

(96) **COLREGS Demarcation Lines.**–The lines established for St. Simons Sound are described in **80.720**, chapter 2.

(97) **Brunswick Harbor Navigational Guidelines.–**The Brunswick Bar Pilots, with the concurrence of various maritime interests, have established voluntary navigational safety guidelines for the Port of Brunswick. These guidelines are intended to minimize the risk of collision or grounding by vessels using the various waterways associated with the Port of Brunswick. They are not intended to supersede or contravene any law, regulation, or rule promulgated by competent authority.

(98) **(1) Transiting the Sidney Lanier (U.S. Route 17) Bridge:** Vessels over 500 gross registered tons (GRT) departing the Port of Brunswick must abide by the regulations provided for by the **regulated navigation area** established for this area. (See **165.1 through 165.33 and 165.735** in chapter 2.) In addition, the advice and recommendations of the Brunswick Bar Pilots should be followed by mariners intending to transit the Sidney Lanier Bridge, regardless of whether they are affected by these regulations or not. Specifically:

(99) (a) Mariners required by regulations or advised by the pilots to have their vessels shaped up for a transit of the Sidney Lanier Bridge before reaching Turtle River Lighted Buoy 1, should head upstream and shape up their vessel in the turning basin on the Turtle River, about 1.5 miles upstream from the confluence of the Turtle and East Rivers;

(100) (b) Mariners should exercise extreme caution in making a right turn into the Turtle River from the East River because of shoaling reported on Brandy Point;

(101) (c) Certain large vessels departing the East River, regardless of tidal stage, may require the assistance of one or more tugs in shaping up for a transit of the Sidney Lanier Bridge. All mariners should comply with the recommendations of the pilots in this regard.

(102) (2) **Transiting St. Simons Sound and the Intracoastal Waterway (IW):** The convergence of the deep draft ship channel of St. Simons Sound and the IW can pose significant hazards to oceangoing ships and tug and tows transiting these waterways.

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To preclude unplanned encounters between vessels in these waterways, it is recommended that every transiting vessel initiate a SECURITE call on VHF-FM channel 13 at the following locations:

(103) (a) Inbound–upon passing the St. Simons Lighted Whistle Buoy STS;

(104) (b) Upon departing any dock in the Port of Brunswick;

(105) (c) Northbound on the IW - upon passing Jekyll Creek Light 19:

(106) (d) Southbound on the IW - upon transiting the fixed bridge over the Mackay River at Lanier Island (IW statue mile 674.5). The context of the SECURITE call should include: The identity of the vessel, its destination, expected ETA to the aforementioned converging waterways, and any special information concerning its maneuverability.

(107) (3) **Docking or undocking vessels at Colonels Island:** The Georgia Ports Authority facility on Colonels Island is a major terminal for automobile importation. This terminal has two berths, each parallel to the south bank of the South Brunswick River and is accessed from the Turtle River via a 0.9 mile channel approximately 400 feet in width. Vehicle carriers calling at this facility are brought up the full length of the channel stern first with tug assistance. Docking and undocking from either berth should not be attempted whenever the wind is from the northeast at 25 knots or greater.

(108) (4) **Meeting and passing on narrow waterways:** Oceangoing vessels over 400 feet LOA or drawing more than 20 feet and tug and tows with a combined tonnage of over 500 GRT should not meet or pass vessels of like size on the following narrow waterways in the Port of Brunswick area.

(109) (a) Cedar Hammock Range

(110) (b) Turtle River Lower Range

(111) (c) Colonels Island Terminal Access Channel

(112) (d) The St. Simons Outer Bar

(113) **Channels.–**A Federal project provides for a channel 32 feet deep through the bar, thence 30 feet deep in Brunswick River and East River to the foot of Second Avenue, thence 27 feet to Academy Creek, and thence 24 feet in Academy Creek to the dam 0.6 mile above the mouth; and 30 feet deep in Turtle River to the LCP Chemicals-Georgia Wharf. (See Notice to Mariners and latest editions of the charts for controlling depths.)

(114) Lighted whistle buoys are about 14.5 and 7.5 miles off the entrance to St. Simons Sound. The channel through the bar is marked by **303° directional lights, a 285°** lighted range, and lighted and unlighted buoys, and the channels inside the sound are marked with lighted ranges, lights, and lighted and unlighted buoys.

(115) **Dangers.–**An unmarked wreck, reported covered 24 feet, is in 31°03'10"N., 81°13'45"W., about 1.4 miles eastward of the entrance to the bar channel. Fish havens, marked by private unlighted buoys, are 3 miles northeastward and 16 miles east-southeastward, respectively, of the entrance to the bar channel. Shoal areas and spoil areas are in the approaches from the outer lighted whistle buoy to the midchannel lighted whistle buoy at the entrance to the bar channel. These should be avoided in heavy weather.

(116) A rock ledge, about 600 to 800 feet long and covered 20 feet, is parallel to the south side of Cedar Hammock Range in about 31°06'27"N., 81°25'53"W.

(117) A **regulated navigation area** has been established in the southern part of Brunswick Harbor. (See **165.1 through 165.13 and 165.735,** chapter 2, for limits and regulations.)

(118) **Anchorages.–**There is good anchorage anywhere along the sides of the channel off the range lines in St. Simons Sound or Brunswick River. Depths of 22 to 79 feet may be found in the sound between Jekyll Island and St. Simons Islands, and depths of 17 to 30 feet in the Brunswick River directly westward of Jekyll Island. In the area westward of the Brunswick Harbor Range, across the channel from Brunswick, anchorage is only for small craft.

(119) **Tides and currents.–**The mean range of tide is about 6.5 feet on the bar and 7.2 feet at Brunswick. Tidal currents normally follow the general direction of the dredged channel across the bar with a velocity of 2 knots. During northeasterly weather there is a strong southerly set across the bar channel and in southeasterly weather a strong northerly set. Current predictions for a number of locations in the vicinity of St. Simons Sound may be obtained from the Tidal Current Tables.

(120) **Weather, Brunswick and vicinity.**–The effect of the Atlantic on Brunswick is reflected in warmer winter-minimum and cooler summer-maximum temperatures than inland locations. There is even a slight, but noticeable, difference between the immediate coast and the city. On St. Simons Island temperatures are a few degrees cooler than in Brunswick, particularly in summer. This results in more 90°F (32.2°C) days in the city, but this average, of 78 days, is still a 15- to 20-day improvement over cities farther inland. However, St. Simons records about 16 days each year where minimums drop to freezing or below, compared to about 11 days in the city. The average high temperature in Brunswick is 76°F (24.4°C) and the average low is 59°F (15°C). July is the warmest month with an average high of 90°F (32.2°C) and an average low of 75°F (23.9°C). January is the coldest month with an average high of 61°F (16.1°C) and an average low of 43°F (6.1°C). Each month, May through August has record temperatures at or above 100°F (37.8°C) and the all-time extreme maximum is 103°F (39.4°C) recorded in June 1985 and July 1980. Each month, November through March has recorded temperatures below freezing and the recorded minimum is 6°F (-14.4°C) recorded in January 1985.

(121) Rainfall differences between coastal and land sites are less noticeable than temperature differences and approximately 50 inches (1270 mm) is recorded annually at Brunswick. Nearly half the annual precipitation occurs as showers and thunderstorms on about 8 to 10 days per month from June through September. September is the wettest month averaging 7.3 inches (185.4 mm) of rainfall while November is the driest averaging less than 2.5 inches (63.5 mm). Snowfall is almost nonexistent but has been recorded in each month, December through March. Four inches (101.6 mm) fell in December 1989. Fog is common from November through March. On the coast, visibilities drop below 0.5 mile (0.9 km) on 2 to 4 days per month. This type of fog is most frequent in the early morning hours and usually lifts by late afternoon. Any large drop in temperature may bring fog.

(122) Since 1842, 69 tropical storms have come within 50 miles (93 km) of Brunswick, Georgia, 22 of these storms since 1950. No major hurricane has made a direct hit at Brunswick, but numerous weaker storms have made their presence known. The distribution of direction is rather uniform. Nearly as many storms have made initial landfall in the northeastern Gulf of Mexico and crossed northern Florida before affecting the Brunswick area as those that approach the city from the south or southeast.

(123) **Northern Right Whales.–**Approaches to the entrance to Brunswick Harbor lie within designated critical habitat for

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endangered northern right whales (See **50 CFR 226.13(c)**, chapter 2). The area is a calving grounds from generally December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 222.32**, chapter 2 for limits, regulations, and exceptions.) Special precautions may be needed to protect and avoid these animals. (See Northern right whales, indexed as such, chapter 3.)

(124) **Pilotage, Brunswick.–**Pilotage is compulsory for all foreign vessels and U.S. vessels over 200 gross tons. Pilotage is optional for U.S. vessels in coastwise trade which have on board a pilot licensed by the Federal Government.

(125) The area is served by Brunswick Bar Pilots Association, at 411 Arnold Road, St. Simons Island, Georgia 31522; telephone 912-638-2380 (24 hours), fax 912-638-4503. The office monitors VHF-FM channels 11, 12, and 16. The Brunswick Coast Guard Station on VHF-FM channel 16 will relay messages; telephone, 912-267-7999.

(126) The pilot boats are stationed in Frederica River just below the causeway bridge. The pilot boats monitor VHF-FM channels 11, 12, 13, and 16, and work channels 11, 12, and 13. The pilot boats are GRAYFEN, 42 feet long, gray hull, white superstructure, and the word PILOT on the hull, and SALTY DOG, 31 feet long with a yellow hull; both boats display the standard day and night pilot signals. The pilot boarding and cruising area is near St. Simons Lighted Whistle Buoy STS (31°03.2'N., 81°15.1'W.): the buoy is equipped with a racon. Pilots board 24 hours a day from the pilot boats. Some delays may be incurred because of fog. Sailings may be delayed during ebb tides when departing East River. Vessels drawing in excess of 27 feet may need to wait for favorable tides. Contact the pilot office for specific sailing times. Incoming vessels are requested to rig the pilot ladder 1 meter above the water, and cruise at a speed of about 5 to 9 knots.

(127) Pilotage should be arranged in advance, normally, through ships' agents; a 2-hour minimum ETA is requested.

(128) The Brunswick Bar Pilots Association participates in the northern right whale Early Warning System. (See Northern right whales, indexed as such, chapter 3.)

(129) **Towage.–**Tugs up to 4,000 hp are available on a 24-hour basis; tugs are required for docking and undocking oceangoing vessels. Arrangements for tugs are made in advance through ships' agents.

(130) **Quarantine, customs, immigration, and agricultural quarantine.**–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(131) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Brunswick has a city hospital.

(132) Brunswick is a **customs port of entry.**

(133) **Harbor regulations** are under the control of the Brunswick Port Authority and the Georgia Ports Authority and are enforced by the **harbormaster,** who can be contacted through the port authorities' offices or by telephone (912-265-2624). The harbormaster boards all vessels on arrival at their berths.

(134) **Wharves.–**Only the major deepwater port facilities at Brunswick are described. These include the facilities along the southwest side of the city which are owned and operated by the Brunswick Port Authority and the Georgia Ports Authority, and one privately operated facility on the east side of Turtle River above Brunswick. These facilities have rail and highway connections, and water and electrical shore power connections. Cargo is generally handled by ship's tackle; special handling equipment, if available, is mentioned in the description of the particular facility. The alongside depths given for each facility described are reported depths. (For information on the latest depths, contact the operator.) The remainder of the facilities along the Brunswick waterfront and on the east side of Turtle River are used for servicing commercial fishing vessels and small craft, and for handling seafood and barge traffic; these are not described. For a complete description of the port facilities at Brunswick, refer to Port Series No. 14, published and sold by the U.S. Army Corps of Engineers. (See appendix for address.)

(135) **East side of East River:**

(136) **Brunswick Lanier Terminal** (31°07'42"N., 81°29'33"W.): 250 feet of berthing space with dolphins; 30 feet alongside; deck height, 13 feet; pipeline to three storage tanks with 310,000 barrels capacity; railway and highway connections; receipt and shipment of petroleum products, bunkering vessels; owned by Georgia Ports Authority and operated by ST Services.

(137) **Brunswick Lanier Dock** (31°07'48"N., 81°29'34"W.); 500 feet of berthing space; 30 feet alongside; deck height, 13 feet; portable conveyor with 20,000-ton capacity to open storage area; covered storage area to 46,000 tons; railway and highway connections; receipt of dry bulk commodities including gypsum rock, cement, fertilizer, and perlite; owned by Georgia Ports Authority and operated by Marine Port Terminals, Inc., Division of Logistec Stevedoring U.S.A., Inc.

(138) **Brunswick East River Terminal, Berths 1, 2, and 3** (31°07'56"N., 81°29'36"W.): 1,665 of berthing space; 30 feet alongside; deck height, 13 feet; 46-ton gantry crane, 156-ton pedestal crane, full portal ship-unloading tower with 750 tons per hour rate, 18-ton mobile crane, receiving hopper to covered storage to 100,000 tons, open storage to 40,000 tons, forklifts to 30 tons; railway and highway connections; receipt and shipment of conventional, break-bulk, and roll-on/roll-off general cargo and dry bulk commodities; owned by Georgia Ports Authority and operated by Marine Port Terminals, Inc., Division of Logistec Stevedoring U.S.A., Inc.

(139) **Brunswick Oil Wharf** (31°10'26"N., 81°31'15"W.): 200 feet of berthing space with dolphins; 20 feet alongside; deck height, 12 feet; pipeline to a 20,000 barrels storage tank; railway and highway connections; receipt of fuel oil for plant consumption; owned and operated by Georgia-Pacific Corp., Brunswick Operations.

(140) **Supplies.–**Provisions and some marine supplies are available at Brunswick. Oceangoing vessels can obtain Bunker C oil by barge, and diesel oil by truck. Gasoline and diesel fuel are available to commercial fishing vessels and recreational craft.

(141) **Repairs.–**There are no drydocking or major repair facilities for oceangoing vessels in the port; the nearest such facilities are at Jacksonville, Fla., or Savannah, Ga. Machine, welding, and electrical shops off the waterfront can make limited above-the-waterline repairs. Two marine railways, about 0.55 mile northward of the Brunswick Port Authority Lanier Dock, can handle vessels to 100 tons or 75 feet for repairs to wooden hulls and other minor repairs.

(142) There are no special facilities at the port for use in wrecking or salvage operations. Such equipment can be obtained from Savannah or Jacksonville.

(143) **Communications.–**The port is served by the Seaboard System Railroad, the Southern Railway, several bus and truck lines, and by U.S. Highway Routes 17, 25, and 84. A commercial

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airline serves the airport on St. Simons Island, about 6 miles east of Brunswick.

(144) **Small-craft facilities.**–Berthage with electricity, gasoline, diesel fuel, water, ice, and some marine supplies are available at Brunswick. Facilities along the Intracoastal Waterway, eastward of the city, are described in chapter 12.

(145) **St. Simons Island** and **St. Simons** are summer resort towns on the southeast and south sides of St. Simons Island, respectively. The concrete T-head fishing pier at St. Simons had reported depths of 14 to 21 feet alongside in May 1983.

(146) **Frederica River** joins St. Simons Sound from the northward about 1 mile inside the entrance. Above its junction with Mackay River at the north end of Lanier Island, Frederica River extends northeastward for about 7 miles and rejoins Mackay River. This section is an alternate route of the Intracoastal Waterway. In July 2000, the midchannel controlling depth was 12 feet for 3 miles from Lanier Island; thence in 1983, a depth of 7 feet was reported to the northerly junction with Mackay River.

(147) The fixed highway bridge crossing Frederica River from St. Simons Island to Lanier Island has a clearance of 9 feet. A strong east-to-west ebb current sets across the channel.

(148) During flood tide, the current flows northward in the direction of the channel and is very strong. Vessels should exercise great caution while passing through this bridge, especially with a light tow proceeding south. When proceeding with the tide, tows should stop at the dolphins to await favorable current or be broken up and taken through singly.

(149) On **Lanier Island,** just south of the highway bridge, there is a boatyard with a 420-foot pier with reported depths of 20 feet alongside. The yard has berthage with electricity, gasoline, diesel fuel, water, and ice. Electronic and engine repairs can be made.

(150) A **special anchorage** is close southwest of the highway bridge. (See **110.72b**, chapter 2, for limits and regulations.)

(151) **Mackay River,** which enters the sound from northward, is crossed about 1.5 miles above the mouth, at Lanier Island, by a fixed highway bridge with a clearance of 65 feet. The overhead power cables near the bridge have a least clearance of 97 feet. Mackay River joins Frederica River at the north end of Lanier Island; the rivers then join St. Simons Sound close southward of the island. Mackay River is part of the Intracoastal Waterway.

(152) **Little River** is west of Mackay River and flows into Back River. A highway bridge about 0.7 mile above the mouth has a 30-foot fixed span with a clearance of 6 feet. An overhead power cable immediately south of the bridge has a clearance of 33 feet.

(153) **Back River,** an alternate route of the Intracoastal Waterway, enters St. Simons Sound from northward. In July 1998, the channel in Back River had a midchannel controlling depth of 3 feet to its junction with Mackay River. The fixed highway bridge about 1.5 miles above the mouth has a clearance of 40 feet. Above the bridge the channel to the head of the improvement is marked by daybeacons.

(154) **Terry Creek** flows into Back River 0.5 mile above the highway bridge and leads westward 1.5 miles to the city of Brunswick and to a yacht club basin on the east side of the city. The channel through Terry Creek has been dredged for a distance of about 1.1 miles from Back River, at which point it junctions with a dredged section that leads northwestward into **Dupree Creek** for about 0.35 mile. In 1995,Terry Creek had a midchannel controlling depth of about 3 feet, thence depths of less than 1 foot were in Dupree Creek. About 1.3 miles above the mouth, Terry Creek is crossed by a highway bridge with 30-foot fixed span and a clearance of 6 feet. The overhead power cable close southward of the bridge has a clearance of 26 feet. The yacht club basin is within the city limits of Brunswick and offers good protection from storms; it has 450 feet of dock space and a float with 10 feet alongside. Gasoline, ice, and water are available; provisions and diesel fuel may be delivered from the city.

(155) The basin has a small-boat launching ramp and a 2-ton lift.

(156) **Plantation Creek** and **Clubbs Creek** offer a protected short cut between Back River and Brunswick River, and can be used safely by small craft on a rising tide. In July 1998, the midchannel controlling depth was 2½ feet in Plantation Creek, and in May 1983, 8 feet was reported in Clubbs Creek.

(157) **South Brunswick River** enters Turtle River from westward opposite Andrews Island. The I-95 highway bridge, 2.8 miles above the mouth, has twin spans with a clearance of 15 feet. State Route 303 highway bridge, 3 miles above the mouth, has a 36-foot fixed span with a clearance of 15 feet. Overhead power cables on the east and west sides of the latter bridge have a least clearance of 30 feet.

(158) **Fancy Bluff Creek,** a tug and barge route from Little Satilla River, enters South Brunswick River from the southwest 1.3 miles above the mouth. U.S. Routes 17 and 84 highway bridge, about 2.3 miles from the north entrance, has a fixed span with a clearance of 18 feet. The overhead power cable close southwest of the bridge has a clearance of 44 feet. A railroad bridge with a 20-foot fixed span and a 10-foot clearance is about 0.2 mile northward of the highway bridge. The reported controlling depth through the creek to Little Satilla River was 4 feet in May 1983.

(159) **Cedar Creek** enters Brunswick River from the south, about 1.2 miles from Brunswick Point. State Route 50 highway bridge, 1 mile above the entrance, has a 30-foot fixed span with a clearance of 10 feet. An overhead power cable immediately west of the bridge has a clearance of 35 feet. The midchannel controlling depth was 7.0 feet in 1998.

(160) **Jekyll Creek** enters Brunswick River from southward about 2.5 miles above its mouth. With Jekyll and St. Andrew Sounds, it forms part of the Intracoastal Waterway to Fernandina Beach. (See chapter 12.)

(161) **Chart 11504.**–From St. Simons Island to St. Andrew Sound the coast is formed by the shores of Jekyll Island which extends nearly north and south for a distance of 6.5 miles and has a width of 2 miles. **Jekyll Island** is a State Park; several large park buildings, formerly private homes, are on the west side of the island, and on the east side are large motels and recreational buildings, bath houses, and the large prominent Aquarama (a large indoor swimming pool and auditorium). The island is wooded all along its eastern shore, and dark woods which are quite level in silhouette stand out in the background. Several fishhavens are within 13 miles eastward and southeastward of Jekyll Island. Shoals extend 3 to 5 miles offshore. Three conspicuous gold spherical water tanks on top of slender green standpipes are about 2.2, 3.1, and 4.6 miles from the north end of the island. The towers of the lift bridge over the Intracoastal Waterway on the west side of the island can be seen offshore.

(162) The western portion of Jekyll Island at the north and south ends is marshy, bordered by Brunswick River, Jekyll Creek, and Jekyll Sound. A marina on the Intracoastal Waterway on the west side of the island is described in chapter 12.

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(163) **St. Andrew Sound,** between Jekyll Island and Little Cumberland Island, is about 7 miles southward of St. Simons Sound and 17 miles northward of St. Marys Entrance.

(164) **COLREGS Demarcation Lines.**–The lines established for St. Andrew Sound are described in **80.720**, chapter 2.

(165) The entrance to the sound is over a shifting bar which extends about 5 miles offshore. Vessels should stay in 5 fathoms or more until the outer buoy is sighted. The channel into the sound is marked by buoys. Vessels with a draft of about 10 feet should have little difficulty entering the sound. In May 1983, the reported controlling depth was 12 feet in the buoyed entrance channel. The entrance is used only by local shrimp boats. An abandoned lighthouse is on the north end of Little Cumberland Island.

(166) In April 1985, a sunken wreck was reported about 1.9 miles eastward of the abandoned lighthouse in about 30°58'32"N., 81°22'37"W.

(167) In the sound are extensive shoals, between which channels lead to the principal tributaries: Jekyll Sound on the north, Satilla River on the west, and Cumberland River on the south.

(168) **Tides and currents**–The mean range of tide is 6.6 feet. The current velocity is about 2 knots in the entrance; predictions are given in the Tidal Current Tables.

(169) The best anchorage in the sound is in the channel on the western side of Little Cumberland Island. The anchorage has depths of 17 to 27 feet with good holding ground. Good anchorage is also found in the entrance of Jekyll Point.

(170) The Intracoastal Waterway, which crosses the sound, enters from the northward through Jekyll Creek and Jekyll Sound and passes southward through Cumberland River to Cumberland Sound and into Amelia River.

(171) **Jekyll Sound,** which enters St. Andrew Sound from northward just inside the entrance, has many shoals. Three channels lead to its three principal tributaries.

(172) Good anchorage is found in the entrance to Jekyll Sound westward of Jekyll Point. **Jekyll Creek** enters the sound from northward, forming a part of the Intracoastal Waterway. Its northern part connects with Brunswick River. **Jointer Creek** (see also chart 11506) enters Jekyll Sound from northwestward. It is crooked and has several narrow branches, all of which except Cedar Creek are blocked by the Jekyll Island Highway. A small boat can navigate from Brunswick River to Jekyll Sound by way of Cedar and Jointer Creeks, or through Turtle River, South Brunswick River, Fancy Bluff Creek, and Little Satilla River.

(173) **Little Satilla River** (see also chart 11506) enters Jekyll Sound from westward. In May 1983, it was reported that with local knowledge about 10 feet could be taken from the entrance to Fancy Bluff Creek. Small craft going to landings on the river enter from South Brunswick River through Fancy Bluff Creek.

(174) **Satilla River** enters St. Andrew Sound from the westward through a narrow channel in the shoals. In 1963 and May 1975, shoaling to 1 foot was reported to exist just below the bend 9 miles above the entrance. Shrimp boats going to **Woodbine,** 22 miles above the mouth, use Bailey Cut, which was reported to have a controlling depth of about 4 feet, in May 1983, at its eastern entrance. The river is crossed by twin fixed highway bridges with clearances of 44 feet about 19.2 miles above the mouth. U.S. Route 17 highway bridge at Woodbine has a fixed span with a clearance of 43 feet. The Seaboard System Railroad (SCL) bridge adjacent to the westward has a swing span with a clearance of 5 feet. (See **117.1 through 117.59 and 117.369**, chapter 2, for drawbridge regulations.) Overhead power cables are 0.8 mile and 0.5 mile east of the bridges. The easternmost cable has a clearance of 57 feet, and clearance for the other cable is not known. The overhead power cable between the bridges has a clearance of 61 feet. Traffic in the area consists mainly of sand tows and shrimp fishermen. A boatyard and shrimp dock on the south bank about 0.4 mile east of the highway bridge has a marine railway that can haul out craft up to 70 feet. There is 8 to 10 feet of water at the 90-foot T-head pier. Diesel fuel and freshwater are on the dock, and gasoline can be obtained by truck. Hull and engine repairs can be made in an emergency. Food, lodging, and marine supplies can be obtained in the town. The water is brackish at Woodbine with no worms and fresh above Burnt Fort. In 1963, the controlling depth was about 6 feet from Woodbine to **Burnt Fort,** 45 miles above the mouth of the river. State Route 252 highway bridge at Burnt Fort has a fixed span with a clearance of 16 feet.

(175) The mean range of tide is 6.7 feet about 5 miles above the mouth and 3.2 feet at Burnt Fort. The freshet variation at **Waycross,** 142 miles above the mouth, is about 12 feet. There is reported to be no appreciable rise at Woodbine during freshets.

(176) **Cumberland River** enters St. Andrew Sound from southward just inside Little Cumberland Island. Its general direction is southerly for a distance of 11 miles, where it joins Cumberland Sound. The Intracoastal Waterway follows this route, which is well marked by ranges in the more difficult sections.

(177) **Brickhill River** branches from Cumberland River about 5 miles above the mouth and rejoins it at **Cumberland Dividings. Floyd Creek** enters Cumberland River from westward about 4.5 miles above the north end of Little Cumberland Island, and joins with Satilla River through a cut to form an alternate passage to the Intracoastal Waterway.

(178) **Crooked River** enters Cumberland River from the westward about 10.6 miles above the mouth. A State park boat landing is at **Elliotts Bluff,** 4.3 miles above the mouth. Local fishing boats tie up at the private piers just above the park. In May 1983, the reported controlling depth was 4 feet to the boat landing.

(179) **Chart 11502.**–Between St. Andrew Sound and St. Marys Entrance, the coastline, extending in a southerly direction for about 16 miles, is formed by the shores of Little Cumberland and Cumberland Islands. These two islands are separated only by a stretch of marsh and **Christmas Creek,** and appear as one island from seaward. The coastline shows a broad white sand beach backed by an almost continuous range of sand dunes with dense woods backing them.

(180) The north end of **Little Cumberland Island,** heavily wooded, has a prominent buff colored bluff and is marked by an abandoned lighthouse.

(181) **Cumberland Island** is almost entirely covered by woods, though somewhat marshy to the westward. The island is separated from the mainland by extensive marshes through which flow the Cumberland and Brickhill Rivers. The extreme southern point of the island, which forms the north side of the entrance to Cumberland Sound, has several conspicuous sand dunes.

(182) From the north end for about 9 miles from the entrance to St. Andrew Sound, the coast is bordered by dangerous shoals extending 3 to 5 miles offshore. For the remaining distance to St. Marys Entrance there is a depth of 3 fathoms to within 1 mile of the beach.

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(183) **Chart 11503.–St. Marys Entrance** and **Cumberland Sound** are 16 miles southward of St. Andrew Sound and 19 miles northward of St. Johns River. The sound is the approach to the city of Fernandina Beach, the city of St. Marys, the Naval submarine support base in Kings Bay, and an inland passage to St. Andrew Sound through its connection with the Cumberland River.

(184) **Fernandina Beach,** the principal city on Cumberland Sound, is on the east bank of Amelia River, 2 miles south of the entrance. It is the shipping port for woodpulp and paper products. Some coastwise and foreign shipping serve the port. A large shrimp boat fleet operates out of Fernandina Beach.

(185) **Prominent features.–Amelia Island Light** (30°40'24"N., 81°26'30"W.), 107 feet above the water, is shown from a 64-foot white conical tower 2 miles southward of the entrance to Cumberland Sound. It is reported that the light is difficult to distinguish above the surrounding tree line during the daytime. Also prominent from seaward are the homes along the beach 2 to 3 miles south of the entrance, the condominiums about 5 miles south of the entrance, and a 295-foot-high processing tower southward of the entrance, about 0.9 mile 309° from Amelia Island Light. The tower is marked at night by flashing red lights. A lighted 1,500-foot fishing pier at the inner end of the south jetty is also prominent. The smoke from the stacks of the paper companies at Fernandina Beach and St. Marys make them easily visible from all directions.

(186) **Fort Clinch,** on the south side of the entrance at the north end of Amelia Island, is a State Park, museum, and recreation area. The old fort and a large red brick building near the inshore end of the south jetty are conspicuous. Camping facilities and a small-craft launching ramp are at the northwest end of the island on the east side of the channel to Fernandina Harbor.

(187) **COLREGS Demarcation Lines.**–The lines established for St. Marys River are described in **80.720**, chapter 2.

(188) **Channels.–**A federal project provides for a depth of 46 feet in the entrance channel, thence 42 feet northward through Cumberland Sound to two turning basins of the same depth in Kings Bay about 9.0 and 10.0 miles, respectively, above the outer ends of the jetties. Turning basins are located on the north and south sides of the entrance channel, about 1.7 miles above the jetties, and have project depths of 42 feet. A channel leads from inside the bar southward in **Amelia River** with a project depth of 36 feet to a turning basin; thence 35 feet through the turning basin; thence 28 feet to a turning basin off Rayonier Wharf, about 5.8 miles above the jetties. In 1992, the project above Seaboard Reach was reported to be no longer maintained. (See Notice to Mariners and the latest editions of the charts for controlling depths.)

(189) The entrance to Cumberland Sound is between two stone jetties. The jetties are reported to be in very poor condition with both almost entirely submerged at mean high water. The north jetty is marked off its outer end by a lighted buoy and the south jetty is marked off its outer end by an unlighted buoy. Both jetties are marked on their outer sides by unlighted buoys, and on the inner sides by daybeacons. Each unlighted buoy is a white can with orange bands near the top and waterline and the word "Jetty" in an orange diamond. The diamond-shaped white daybeacons have the words "Danger Submerged Jetty." Mariners are advised to exercise caution in this area, as the jetties are a menace to navigation when visibility is limited. Currents are strong off the ends of the jetties. The natural channel between the jetties is subject to frequent change.

(190) St. Marys Approach Lighted Buoy STM (30°40'48"N., 81°11'42"W.) is 10.9 miles eastward of St. Marys Entrance. The channel through the bar and the channels inside the sound are marked with lighted ranges, lights, and lighted buoys.

(191) Fishing vessels going northward out of the sound use the natural channel off the end of the north jetty marked by a buoy. Strangers are warned against using it as there is danger of being set into the end of the jetty. In April 1981, a sunken wreck was reported southeast of the outer end of the north jetty in about 30°42.9'N., 81°24.1'W.

(192) **Anchorages.–**Vessels anchor outside St. Marys Entrance about 1 mile northward of the approach range in about 5 to 9 fathoms, sand and mud bottom with good holding ground. Inside the entrance fair anchorage is along the sides of the channels in Cumberland Sound and in the Amelia River according to draft.

(193) **Tides and currents.–**The mean range of tide is 5.8 feet at the entrance and 6 feet at Fernandina Beach. The tidal currents at the entrance have considerable velocity and are dangerous at times, especially on the flood which generally sets northwestward and on the ebb which sets southeastward except during northeast winds when there is a strong southerly set off the end of the jetties on both tides. It has been reported that this set sometimes attains a velocity exceeding 5 knots. Maximum current velocities are reported to be 2.0 to 3.9 knots in St. Marys Entrance and 1.0 to 2.5 knots in the Cumberland Sound channel. Large vessels are cautioned not to enter the entrance channel before the pilot boards. Freshets in the St. Marys River may cause the ebb to run 7 or 8 hours. Current predictions for Cumberland Sound vicinity may be obtained from the Tidal Current Tables.

(194) **Weather, Cumberland Sound and vicinity.**–The climate features short, mild winters and warm, humid summers with fog likely on cool, clear winter mornings. About 50 inches (1270 mm) of rain falls on some 70 days annually. Much of the precipitation occurs in showers or thunderstorms from June through September. Temperatures climb above 90°F (32.2°C) on about 55 days and drop to 32°F (0°C) or below on just 10 days, on the average. By far the biggest threat to this pleasant climate are hurricanes, which are most likely, from June through November. While the area is vulnerable to this threat, direct landfalling hurricanes are rare, and those that pass offshore cause relatively minor damage.

(195) The most dangerous tropical cyclones are those that cross the coast from the east through southeast and those that approach from the south through southwest. During hurricane Dora (September 1964) winds of 85 knots or more extended from St. Augustine to Fernandina Beach. Unusually high tides were generated by prolonged onshore winds. The Amelia River tide gauge recorded readings to 10 feet (3 m) above normal. From experience it can be suggested that, when winds reach 50 knots or more and tides surge to 8 to 10 feet (2 to 3 m) above normal at the Amelia River gauge, there is a likelihood of sudden shoaling in the St. Marys River entrance. A severe threat to shipping should be anticipated when a hurricane is expected to make landfall within 90 miles (167 km) south, or 30 miles (56 km) north, or when a severe tropical storm (50-63 knots) is expected to make landfall within 60 miles (111 km) south, or 20 miles (37 km) north of the St. Marys River entrance. If adequate shelter is not available at Fernandina Beach, it is suggested that shelter be looked for in the reaches of principal rivers that are protected from the south and east by wooded high bluffs. For example, shelter can be found at Mush Bluff on Crooked River and behind

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the bluffs 4 miles (7 km) above St. Marys River. For more detailed information see the **Hurricane Haven Handbook for the North Atlantic Ocean** as mentioned in chapter 3.

(196) **Northern Right Whales**.–Approaches to the St. Mary's River entrance lie within designated critical habitat for endangered northern right whales (see **50 CFR 226.13(c)**, chapter 2.) The area is a calving grounds from, generally December through March. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 222.32**, chapter 2 for limits, regulations, and exceptions.) Special precautions may be needed to protect and avoid these animals. (See Northern right whales, indexed as such, chapter 3.)

(197) **Pilotage, St. Marys, Fernandina Beach, and Kings Bay.–**Pilotage for St. Marys, Fernandina Beach, and Kings Bay is compulsory for all foreign vessels and U.S. vessels under register in foreign trade and drawing more than 7 feet of water. Pilotage is optional for U.S. vessels in coastwise trade which have on board a pilot licensed by the Federal Government.

(198) The area is served by Cumberland Sound Pilots Association (Fernandina Pilots), on the north end of Amelia Island, at 112 North Sixth Street, Fernandina Beach, FL 32034; telephone 904-261-3158, fax 904-321-1990. The office/station monitors VHF-FM radiotelephone channels 11, 13, and 16, and works channel 11.

(199) The pilot boat PILOT 1 is 35 feet long and has a black hull, white superstructure, and the word PILOT displayed on the side of the pilot house; the standard day and night pilot signals are displayed. The pilot boat monitors VHF-FM channels 11, 13, and 16, and works channel 11. Pilot boarding and cruising area for vessels drawing more than 36 feet is in the vicinity of St. Marys Approach Lighted Buoy STM (30°40'48"N., 81°11'42"W.). Vessels with a draft of 36 feet or less are boarded about 2 miles east of the approach range front light at about 30°43.0'N., 81°18.1'W. Cumberland Sound Pilots Association provides 24-hour service. Vessels should rig their ladder 1 meter above the water, maximum speed 6 knots.

(200) Pilots are normally obtained by telephone, by VHF-FM radiotelephone through Jacksonville Marine Operator, or by previous arrangements through ship's agents. A 24-hour ETA lead time is requested.

(201) The Cumberland Sound Pilots Association participates in the northern right whale Early Warning System. (See Northern right whales, indexed as such, chapter 3.)

(202) The St. Johns Bar Pilots, on request, will relay messages by telephone to the pilot at Fernandina Beach. (See Pilotage, Jacksonville, indexed as such, chapter 9, for radiotelephone frequencies used by the St. Johns Bar Pilots.)

(203) **Towage.–**Tugs are available for docking and undocking. Arrangements for tugs are made through ships' agents or through the local pilot.

(204) **Quarantine, customs, immigration, and agricultural quarantine.**–(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

(205) **Quarantine** is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) A county hospital is at Fernandina Beach.

(206) Fernandina Beach is a **customs port of entry.**

(207) **Harbor regulations.–**All vessels are docked and undocked under the direction of the harbormaster, who is also the chief pilot. All vessels should proceed through the harbor at slow speed, and not over 5 knots, as there are many craft moored along the waterfront.

(208) **Wharves.–**The Ocean Highway and Port Authority of Nassau County owns one major commercial pier on Amelia River, the Forest Products Terminal. There are two privately owned facilities for deep-draft vessels at Fernandina Beach. Both have highway and rail connections. Depths alongside are reported depths. (For latest information on depths contact the operator or the pilot or harbormaster.) There are numerous smaller facilities along the waterfront which are used for the receipt of seafood and servicing of commercial fishing vessels and small craft; these facilities are not described. (For a complete description of the wharves and piers at Fernandina Beach, refer to the Port Series, a Corps of Engineers publication.) A deep-draft wharf at Kings Bay is described later in this chapter.

(209) **Container Corporation of America Wharf** (30°40'58"N., 81°27'37"W.): east side of Amelia River about 1.5 miles above the channel entrance; offshore wharf with 365 feet of berthing space with dolphins; 29 feet alongside; deck height, 14 feet; hose-handling equipment; untreated water available; handles fuel oil for plant consumption.

(210) **Forest Products Terminal**: east side of Amelia River about 1.75 miles above the channel entrance; marginal wharf with 1200-foot face; 36 feet reported alongside; deck height, 12 feet; transit sheds with 100,000 square feet of storage; 18 acres of open storage. Two container cranes, one whirley crane, forklifts, potable water; operated by Nassau Terminals.

(211) **Rayonier Wharf**: east side of Amelia River, about 1.3 miles southward of the Container Corporation of America Wharf; marginal wharf with 400-foot face, 500 feet with dolphins; 27 to 30 feet alongside; deck height, 14 feet; electrical shore power connections; untreated water available; handles caustic soda, and fuel oil for plant consumption.

(212) **Supplies.–**Provisions and some marine supplies are available at Fernandina Beach. The fresh water piped to the wharves is from artesian wells and, having some mineral content, should be treated for use in boilers. Bunker C oil and diesel oil for oceangoing vessels can be obtained by barge or truck from Jacksonville.

(213) **Repairs.–**There are no drydocking or major repair facilities for oceangoing vessels at Fernandina Beach; the nearest such facilities are at Jacksonville, Fla. Machine, welding, and electrical shops off the waterfront can make limited above the waterline repairs. The larger of two marine railways is on the east side of Amelia River, about 0.6 mile northward of Rayonier Wharf; vessels up to 130 feet in length and 12-foot draft can be handled for hull, engine, and electrical repairs.

(214) No special facilities are available for wrecking or salvage operations. Such equipment can be obtained from Jacksonville.

(215) **Communications.–**Fernandina Beach is served by State Route A1A, CSX Railroad (freight service only), and an airport. There are bus connections to Jacksonville where there are passenger rail connections. Ferryboat service is available to Cumberland Island.

(216) **Small-craft facilities.–**The municipal marina is on the east side of Amelia River, about 2.3 miles southward of the channel entrance and 0.5 mile northward of Rayonier Wharf. In May 1983, depths of 4 feet were reported in the slips, with depths of 8 feet reported alongside the pier facing the river. Berthage with electricity, gasoline, diesel fuel, water, ice, marine supplies, and a launching ramp are available. A 4-ton fixed lift and a marine railway that can handle craft to 75 feet are available; hull, engine,

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and electrical repairs can be made. Gasoline, diesel fuel, and water can also be obtained at the two fuel piers, northward and southward of the marina.

(217) The Intracoastal Waterway enters Cumberland Sound from the Cumberland River and continues through the Amelia River on the south.

(218) **Beach Creek** extends northward into Cumberland Island from a point just inside the entrance to Cumberland Sound. In February 1978, 2 feet was reported at the entrance, and the creek dried about 0.2 mile below Dungeness.

(219) **Kings Bay** is in the northwesterly part of Cumberland Sound, about 5 miles above its southerly entrance. A Naval submarine support base here has a floating drydock and a 2,000-foot concrete pile wharf with depths of 40 feet reported alongside in May 1983; deck height is about 14 feet. A rail spur line connects the terminal with the Seaboard System Railroad; two transit sheds and two 10-ton mobile hoists are available. The facility is owned by the U.S. Government.

(220) A **safety/security zone** has been established in Kings Bay. (See **165.1 through 165.13 and 165.731**, chapter 2, for limits and regulations.)

(221) A **regulated navigation area** has been established in Cumberland Sound in the vicinity of Kings Bay. (See **165.1 through 165.13 and 165.730**, chapter 2, for limits and regulations.)

(222) **St. Marys River,** the principal tributary of Cumberland Sound, enters from westward, and is a portion of the boundary between Georgia and Florida. It is used primarily by shrimp fishermen and tugs towing fuel oil as far as St. Marys. The controlling depth in the channel to St. Marys is about 14 feet. Above St. Marys a vessel with a draft of 10 feet or less should have little difficulty going as far as Kings Ferry, 32 miles above the mouth, on a rising tide. The river is very crooked, and some of the turns are sharp. **Caution** is advised when entering the river, especially in late afternoon, as the indefinite shoreline of the surrounding marshlands make the unmarked channel in the first reach difficult to negotiate. The tank at St. Marys charted in 30°43.5'N., 81°32.8'W. is a useful landmark for navigating this stretch. Unpredictable currents have been reported in the entrance to the river, at the junctions with Jolly and North Rivers, and along the piers at St. Marys. The mean range of tide is 5.8 feet at the entrance, 6 feet at St. Marys, and 4.8 feet at Crandall, 5 miles above the mouth. The water is fresh above the Seaboard System Railroad bridge, 20 miles above the mouth. A pilot for the river is available at Fernandina Beach.

(223) The twin fixed spans of U.S. Route I-95 highway bridge with a clearance of 35 feet crosses St. Marys River about 15.2 miles above the mouth. U.S. Route 17 highway bridge at Wilds Landing, 20 miles above the mouth of the river, has a swing span with a clearance of 5 feet. The Seaboard System Railroad bridge just upstream has a swing span with a clearance of 5 feet. (See **117.1 through 117.59, 117.329, and 117.373**, chapter 2, for drawbridge regulations.) Overhead power cables close upstream of the bridge have a least clearance of 55 feet.

(224) The town of **St. Marys** is on the north bank of St. Marys River, 4 miles above the mouth. The larger wharves here are used by fishing boats and have depths of about 13 feet alongside. Diesel fuel and water are available. However, it is reported that strong currents, the large tidal range, and the exposure to winds from all but north make mooring at these wharves hazardous for strangers.

(225) A good haven for small vessels, particularly in northeasterly weather, can be found at St. Marys. Small craft also can obtain refuge in bad weather by anchoring near the pulp mill 1 mile up North River or near the bridges 16 miles above St. Marys on the St. Marys River.

(226) **North River** branches from St. Marys River about 2 miles above its mouth. In May 1983, it was reported that a draft of 7 feet could be carried to the pulpmill dock up the river.

(227) **Bells River** branches from St. Marys River about 1.5 miles above the town of St. Marys. It flows in an easterly direction to its junction with the Amelia River at Fernandina Beach. In May 1983, the reported controlling depth was about 4 feet. **Chester,** a town on the river, has a number of small docks which were reported in ruins in May 1983.

(228) **Jolly River** branches eastward from Bells River about 6 miles above its mouth, and empties into Cumberland Sound at the mouth of St. Marys River. In May 1983, the reported controlling depth was about 7 feet.

(229) **Lanceford Creek** branches from Amelia River west of Fernandina Beach. The southern entrance where it joins Amelia River dries clear across. In May 1983, it was reported that with local knowledge a depth of about 7 feet could be carried from the creek's eastern entrance, junction with Bells River, to the docks at **Black Rock.** The creek widens off the docks into tidal flats which bare at low water. Small boats cross from the creek to Amelia River at high tide through **Soap Creek,** which passes through numerous mud flats and oyster beds that bare at low tide.

(230) **Chart 11488.–**From St. Marys Entrance to St. Johns River the coast is formed by the shores of Amelia, Talbot, Little Talbot, and Fort George Islands. **Amelia Island** is nearly north and south, with a length of about 12 miles and a width varying from 1 to 2.5 miles. The island is low and gently undulating with heavy woods along the shore.

(231) From seaward no prominent natural features distinguish Amelia Island from other land in the vicinity. It shows a long line of dark woods, irregular in outline, with numerous tall trees rising conspicuously above the general level. In front of these woods a range of sand dunes, partly covered with coarse grass and scrub, backs the broad stretch of white sand beach. Several landmarks are prominent along this stretch of the coast; these were mentioned with the discussion of Fernandina Beach earlier in this chapter. About 3 miles south-southeast of Amelia Island Light is a pier extending 800 feet into the ocean.

(232) The western portion of Amelia Island is marshy. Separating the island from the mainland is a broad stretch of marsh through which flow the Amelia and South Amelia Rivers connecting Cumberland Sound and Nassau Sound.

(233) **Charts 11488.–Nassau Sound** is 10 miles southward of Amelia Island Light and 6 miles northward of St. Johns River. The entrance is obstructed by shifting shoals which extend about 1.5 miles seaward and form a shallow bar. Breakers form across the entire entrance. Small craft are advised not to attempt passage through the shoals without local information. The mean range of tide in Nassau Sound is 5.4 feet. Route A1A highway toll bridge, 1 mile above the entrance, has a swing span with a clearance of 15 feet. (See **117.1 through 117.59 and 117.309**, chapter 2, for drawbridge regulations.) In 1972, local boaters reported shoaling

to depths of about 2 feet in the northeasterly opening of the swing bridge creating hazardous conditions for small craft. It was further reported that small craft can make passage in deeper water through the bridge bents northeastward of the northeasterly opening. Vertical clearance of the bridge through the bents is about 9 feet. A small-craft launching ramp is on the south side of the bridge.

(234) South Amelia River and Nassau River are the principal tributaries of Nassau Sound. **South Amelia River** enters from the northward and is a portion of the Intracoastal Waterway.

(235) **Nassau River** enters Nassau Sound from the northwestward. Occasional sunken logs and numerous shoals are a menace to navigation. In January 1993, a partially submerged wreck was reported in the middle of the river, about 0.7 mile from the confluence with South Amelia River in about 30°31'48"N., 81°28'18"W. **Nassauville** is a small settlement on the north bank of the river, 7 miles above the entrance to the sound, with private piers adjoining private homes and a fishing camp. Local knowledge is necessary to carry the best water to Nassauville and **Christopher Creek,** where there is a private marine railway which can haul out craft up to 50 feet in an emergency.

(236) **Alligator Creek** connects South Amelia River and Nassau River. Its twisting channel leads through tidal flats and between oyster bars.

(237) **Sawpit Creek** enters the sound from the westward. Route A1A highway bridge, crossing the creek about 0.3 mile above the mouth, has a 38-foot fixed span with a clearance of 15 feet. A portion of this creek forms a part of the Intracoastal Waterway.

(238) **Talbot Island,** about 5 miles in length and 1.5 miles in width, is partly wooded and partly marshy. Along the marshy eastern shore flow several creeks which separate Talbot and Little Talbot Islands. Talbot Island, Little Talbot Island, and Fort George Island form a State park and recreation area and are connected to Amelia Island and the mainland by a paved highway and bridges. The road also leads to Jacksonville along the north bank of the St. Johns River with a ferry connection at Fort George Island to the south bank of Mayport.

(239) **Little Talbot Island,** a strip of low flat land about 4 miles long and averaging about 0.8 mile wide, lies in a north-south direction. The island is wooded along its outer coast. From seaward it shows a strip of dark woods with many conspicuous sand dunes near the beach. Its south end runs off in a low point of bare sand bordering on Fort George Inlet.

(240) **Fort George Inlet** is a narrow body of water separating Little Talbot and Fort George Islands. The inlet changes rapidly due to shifting sands at its entrance, and should never be used without local knowledge. The Heckscher Drive (State Routes 105-A1A) highway toll bridge near the entrance to the inlet has a 38-foot fixed span with a clearance of 15 feet at the center. An overhead power cable at the bridge has a clearance of 40 feet. A fish camp is on the west bank immediately above the bridge. Limited supplies, water, ice, and a launching ramp are available.

(241) **Fort George Island** is westward and southward of Fort George Inlet. Its eastern shore, forming the coastline, shows a broad strip of white sand beach backed by a range of high hills. The island is separated from the mainland by Sisters Creek. Fort George Island, formerly called Pilot Town, is a town on the St. Johns River near the south end of the island opposite Mayport.

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